

SUBMARINE DIVES PAST MINE FIELD; SINKS BATTLESHIP IN DARDANELLES

GERMANY'S SECRET SERVICE REVEALS HUGE ARMS ORDERS IT SAYS U. S. HAS RECEIVED

Gives List of Enormous Munitions and Names of Contracting Factories.

GIVE IN THE MILLIONS.

Says Deals Indicate Allies Expect War to Last Two Years More.

The German secret service is working vigilantly in the United States to disclose the enormous orders for war supplies placed in this country for use by the allied armies of Europe. The information secured is being presented to the Government in Washington as an argument in favor of Germany's demands upon President Wilson to stop the exportation of munitions of war.

Resolutions to this effect have been presented in both Houses of Congress. Representatives Barthold and Vollmar in the Lower House and Senator Hitchcock in the Senate are the chief supporters of the resolutions.

The Evening World has obtained the latest list of guns and ammunition orders as compiled by the German secret service, giving detailed amounts and names of manufacturing firms.

In contending for prohibition of these exports, Germany argues that Russia possesses practically but one arms factory, the Putilov works, and is dependent on this country for war munitions. England is alleged to be unable to manufacture at home sufficient arms and ammunition to supply her increased army. France has small arms factories, but is in need of heavy field howitzers.

In the case as presented by Germany there is the following extraordinary peace argument, coming from the most warlike nation in the world: "While in the report orders for artillery ammunition do not seem to play an important part, the orders placed cover the whole output of the combined American factories for the next two and one-half years."

"This seems to show that the allies are determined to carry on the war beyond this period with the help of American industry."

"Germany's Secret Service Report of Arms and Ammunition Order by the Allies in the United States" is as follows:

THIS MAN WOULD KEEP SECRET THE AGE OF ANN

"Confidential Employee" of City Knows the Age of All Women on Payroll.

Before the State Civil Service Board in its investigation into the affairs of the Municipal Civil Service Commission there appeared this afternoon as a witness George L. Wallace, who described himself as a "confidential accountant" in the office of the Commissioner of Accounts.

"What do you mean by confidential accountant?" asked Frank Moss, counsel to the Board.

"Well," replied the witness, "I mean generally confidential, like for instance, the ages of the ladies."

"The ages of the ladies?"

"Yes, sir. You see the ladies employed in the various departments are very nervous about anybody finding out how old they are. In their applications they must tell their ages and their ages appear on the designating cards. Now they don't have to show those cards to anybody but me. No body else knows how old they are, and I keep it strictly confidential."

Mr. Moss took a drink of ice water and sat down.

COLD WAVE WARNING AS MERCURY TUMBLES

New York and Surrounding Territory Given Notice of Frigid Weather for To-Night and Tuesday.

WASHINGTON, Dec. 14.—Colder weather throughout the East is forecast by the Weather Bureau for to-night and Tuesday.

Cold wave warnings were issued from the series of the forecasters throughout New England, New York, Delaware, Maryland and West Virginia. All the South Atlantic and Gulf States except Southern Florida may expect freezing temperatures to-night.

OMAHA, Neb., Dec. 14.—The coldest weather of the season prevailed in this part of the country to-day. Norfolk, Neb., reported 21 degrees below zero. Seven degrees below was the minimum in Omaha.

are being shipped from the United States to France.

CORONER SUMMONS SHONTS AND HEDLEY TO HIS "L" INQUEST

Riordan Promises to Spare None in Fixing Responsibility for Fatal Crash.

WILL GRILL EMPLOYEES.

Wants to Learn If It Is True Men Are Taught to Use Fourth Car Motors.

Theodore P. Shonts, President of the Interborough Rapid Transit Company, and Frank Hedley, Vice President and General Manager, are to be subpoenaed to appear at the inquest of Coroner Riordan into the Ninth Avenue "L" wreck of last Wednesday night, when two persons were killed and fifty more injured. The inquest will be held Dec. 23.

"It has been said time and again that the Coroner's office is controlled by the Interborough and other big corporations," said Coroner Riordan. "Now I'm going to prove that at least one Coroner is under no obligations to the gentlemen of the Interborough."

"I'm going right to the top to fix the responsibility of the collision of last Wednesday night. The statement made to an Evening World reporter and myself Saturday afternoon by Motorman McMahon of the local operated from the fourth car was a startling revelation."

"I am going to find out from President Shonts and Manager Hedley if it is true that motormen are taught to run their trains from third and fourth cars, and if it is true that, although express trains are supplied with signal lamps, locals are not."

"I will serve warrants if they stay away."

"To-day I have ordered Conductor Rolfe, Motorman George L. Alberius, Inspector McAnerny and the two signalmen who figured in the wreck to appear before me at once. I did not issue subpoenas but have notified Police Headquarters that the railroad employees are wanted. If they do not show up by 2 o'clock they will be served with warrants."

"The statement of McMahon that he was given charge of a train with defective motors at the South Ferry terminal will also be looked into very carefully."

"McMahon says he saw Motorman Alberius, who preceded him in charge of the wrecked train, say something to Inspector McAnerny at South Ferry. McMahon says he believes Alberius reported the defective motors. I'm going to find out if he did, and if he did, why McAnerny did not order the car shut down to a side track."

"Perhaps McAnerny will be able to say something in his own defense. If President Shonts or Manager Hedley of the Interborough can be proved responsible for the extraordinary condition of affairs admitted by Motorman McMahon they will not be spared."

SECOND CRASH ON "L" IN FOUR DAYS.

The second rear end collision in four days of elevated trains in Eighth Avenue started more official investigations to-day. No one was seriously hurt in yesterday's collision when a southbound Sixth Avenue local of four cars ran into a stalled Ninth Avenue local of five cars at One Hundred and Fifth Street at 3:15 P. M. There were about 100 passengers on the two trains.

Turkish Battleship Which Was Sunk in Dardanelles, And the British Submarine Which Torpedoed Her



GOETHALS REPEATS REQUEST WARSHIPS BE SENT TO ZONE

Charges Radio Violations and Misuse of Neutral Water to Supply Belligerents.

WASHINGTON, Dec. 14.—Col. Goethals, Governor of the Panama Canal Zone, to-day reiterated his request that two torpedo-boat destroyers be sent to Canal Zone waters to prevent violation of neutrality through the misuse of wireless and the taking on of supplies by belligerent vessels.

Because of the confidential nature of Col. Goethals's dispatch Secretary Garrison declined to make it public. He issued this statement:

"The substance of the despatch is that in Col. Goethals's judgment the misuse of radio communications within Canal waters and the prevention of the misuse of these waters as a base of supplies require the presence of swift moving ships of the variety mentioned."

"Since the questions involved require the consideration of the State Department and the Navy Department as well as my own, I have taken the matter up with the other departments, and as soon as the requirements are fully ascertained proper action will be taken to meet them."

Secretary Garrison declined to discuss the situation in the Canal Zone or to indicate which of the belligerents was violating the neutrality laws. It is known, however, that the Australian collier Mallina, which recently left Balboa without clearance papers, has been under close observation. That ship as well as other colliers have been suspected of supplying British ships in Pacific waters.

Alleged violations of Canal Zone shipping regulations have been the basis of strong representations to the British Minister at Panama.

The Lamson, Worden, Terry, Perkins and Walke are in reserve at Charleston, S. C., and one or more of these vessels could be sent to canal waters almost instantly.



U. S. STEEL JUMPS TO 55; ALL OTHER STOCKS BOOSTED

Exchange Governors Promptly Lift Ban on Stocks That Were Tabooed—Brokers Jubilant and Hundreds of Employees Return to Work.

Prices on the Stock Exchange to-day sailed upward with a joyous boom. Railroad, mining and industrial stocks took aeroplane flights high up in the air of reviving prosperity. Brokers and financiers were excited and happy. It was the good old days, with everything gliding smoothly and everybody making money in Wall Street.

Even the cautious governors of the Stock Exchange were carried away by the extraordinary developments of the day, and they ordered another of the restraining barriers against free and unrestricted trading lowered for to-morrow. All stocks on the regular list now traded in through the Clearing House will be admitted to dealings on the floor of the Exchange.

The only restraining rule now in operation is that no transactions are allowed below the minimum prices fixed by the ruling committee of five.

Through fear of heavy foreign selling only a part of the stocks have been allowed on the Exchange during the two days of trading. Sales of many securities under the ban had to be made in written offers through the Clearing House, whose committee held tight rein on the market. But the Clearing House was almost swamped to-day with buying orders that boosted prices far beyond both the officially fixed minimum and the closing prices of July 30.

United States Steel, for example, went up to 55, which is a rise of four points over July 29, and nearly twenty points over some of its private sales in the outlay market of New York.

Beginning to-morrow, all the old favorites will be thrown out on the floor of the Exchange again. Steel, that has been sold hundreds of times over, will be there along with all the Pacifics—Union, Southern and Canadian. International Harvester will get a change to some 44, 45 and 46.

BIG TURKISH WARSHIP SENT TO THE BOTTOM BY A BRITISH BOAT

The B-11 Dives Under Five Rows of Mines in the Dardanelles, Blows Up the Messudiyeh, and Escapes From Torpedo Boats.

CRAFT WAS UNDER WATER NINE HOURS AT ONE TIME

LONDON, Dec. 14 [Associated Press].—A communication issued by the official bureau to-day announces that the Turkish battleship Messudiyeh has been torpedoed by a British submarine.

The text of the official bureau's statement is as follows: "Yesterday submarine B 11, in charge of Lieut. Commander Norman B. Holbrook of the Royal Navy, entered the Dardanelles, and in spite of the difficult current dived under five rows of mines and torpedoed the Turkish battleship Messudiyeh, which was guarding the mine fields."

"Although pursued by gunfire and torpedo boats the B 11 returned safely after being submerged, on one occasion, for nine hours."

"When last seen the Messudiyeh was sinking by the stern."

The feat of Lieut. Commander Holbrook is described as perhaps the boldest marine exploit of the war.

Russian guns have from time to time inflicted some damage on Turkish warships bombarding Russian ports, but the disaster reported to-day robs the Porte of its first ship. If the Messudiyeh was manned as other Turkish ships have been, then there were a number of German officers on board.

[The Messudiyeh was built at Blackwell, England, in 1874 and reconstructed at Genoa in 1903. She was 332 feet long, 59 foot beam and of about 10,000 tons burden. She had a speed of 17.3 knots and her main battery consisted of two 9.2-inch guns in turrets and twelve 6-inch guns in battery. In the war with Greece, in 1912, the Messudiyeh was reported badly damaged in a naval battle in the Dardanelles. She carried a crew of 600 men.]

[Lieut. Commander Holbrook of the submarine B-11 is one of five brothers, all serving with the colors, the sons of Col. Arthur Holbrook, a newspaper owner of Portsmouth.]

ROME, Dec. 14 (United Press).—Two Austrian torpedo boats are reported in a message from Trieste to have been sunk in the Adriatic.

The torpedo boats were en route to Lissa when they struck mines. The crews of both vessels were lost.

Important Advance Made in Alsace, Declares the French War Office

PARIS, Dec. 14.—The French official statement given out in Paris this afternoon reports comparative quiet in Flanders and artillery exchanges elsewhere. In the Meuse German batteries are said to be moving to the north.

In the Woerwe district the French captured a trench and repulsed two counter attacks. The advance of the French line into Alsace brought it to a point north of Altkirch and about ten miles to the east of the frontier.

The text of the communication follows: "In the region of the Alsace, to the northwest of Soupir, the enemy bombarded violently our intrenchments. We replied and demolished his positions. There were no infantry attacks from one side or the other. Our artillery destroyed an important field work of the enemy in the vicinity of Ailles."

"On the heights of the Meuse there has been violent cannonading. Batteries of the enemy would appear to have been moved to positions further north."